



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:05 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 940 Const Calendar Day: 484 Date: 01-Oct-2013 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Wilcox, Jason

Approved Date:

16-Nov-13 Status: Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 60 - 70 12 PM 60 - 70 4PM 70 - 80

Precipitation 0.00"

Condition Partly cloudy

Working Day ☐ If no, explain:

Diary:

Dispute

Work description.

// E2 Cap Beam Shear Key Retrofit //

- ABF ironworkers started the 10hr shift by preparing to erect the S2 Inboard Upper Saddle Segment and the S1 SE Lower Saddle segments today. The first segment to be erected today was the S2 Inboard Upper Saddle which began approximately around 9:30am. Hoisting cables on the erection gantry got twisted and tangled up today as the tag-line was not placed at the extreme end of the erection frame. Ironworkers spent some time straightening the cable prior to completing erection after lunch, see photos below for more details. Other items to note are that 3 vertical T-Heads had to be cut today to facilitate the saddle erection. Also a few more saddle stub plate holes need to be dye grinded in order to install bolts in the lower base section of the S2 Shear Key.

After lunch the S1 SE Lower Saddle segment was erected starting from a crane on the barge. The operation was completed at 3:00pm as the rest of the day was spent organizing and disconnecting saddle erection aids. Per Submittal 2918R00 4 Hilti 1" diameter expansion anchors were installed with steel shims placed between the lower saddle and the existing E2 concrete to prevent movement of the saddle.

See Brian Wolcott's diary for ABF labor/equipment and Pamela Gagnier's diary for Concos labor/equipment.

Attachment



Repositioning the S2 Upper Inboard saddle after untangling the



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hoisting cables.



ABF ironworkers completing the SE S1 Lower saddle segment erection looking west.



Retying the tag line rope to the S2 Upper Inboard saddle erection frame so hoisting cables wouldn't get tangled.



Hoisting the S2 Upper Inboard saddle.



Erecting the SE S1 Lower saddle segment looking south.



Upper saddles for the S1 Shear Key retrofit that were put back on top of the lower base after anchor rod detensioning and cutting.

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Completed SE S1 Lower saddle segment erection, as four Hilti bolts were installed at the bottom with steel shims.



ABF ironworkers cutting one of three vertical T-Heads embedded in the E2 cap beam for placement of the S2 Upper Inboard saddle.



Using a crane on a barge to erect the SE S1 Lower saddle segment up to the working platforms and erection beams.



An ABF ironworker had to untangle the hoisting cables to complete the erection of the S2 Upper Inboard saddle.